

In the claims:

Cancel claim 5 without prejudice.

Amend the following claims:

1. A drive arrangement for at least one auxiliary system of a motor vehicle, having an internal combustion engine, at least one supplementary motor which is an electrical machine formed as a starter generator/motor of the engine, and a gear, characterized in that the gear (16) is a planetary gear (32), which is operatively connected to the engine (12) and the at least one supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine, each via a respective input shaft (18, 20), and to the auxiliary system (22) which is a climate control compressor (70) via an output shaft (24), so that the shafts (18, 20, 24) are operatively connected to either one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22).

6. The drive arrangement of claim 5~~18~~, characterized in that the control unit (30) includes a sensor (26), which measures the rpm (50) of the output shaft.

12. The drive arrangement of claim [3], characterized in that the planetary gear (32), the electric machine (E1), and the output shaft (24) are components of a vehicle transmission (74).

13. A method for operating a drive arrangement for at least one auxiliary system of a motor vehicle, having an internal combustion engine, at least one supplementary motor which is an electrical machine formed as a starter generator/generator of the engine and a gear, characterized in that

a) the gear (16) is a planetary gear (32) operatively connected with at least two input shafts (18, 20) and at least one output shaft (24), and a torque is transmitted from the engine (12) and the at least one supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine via a respective one of the input shafts (18, 20), to the output shaft (24) and subsequently to the auxiliary system (22) which is a climate control compressor (70); and

b) a control unit (30) is assigned to the drive arrangement (10) and detects an rpm (50) of the output shaft (24) and governs the supplementary motor (13) which is an electrical machine formed as a starter

generator/motor of the engine as a function of the rpm (50) so that the shafts (18, 20, 24) are operatively connected to either one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22).

15. The method of claim 14, characterized in that [the] said supplementary motor (13) is an electric machine (14), which can also be operated as a generator or electric brake, and if the result of the torque transmitted by the engine (12) is an rpm (50) that is above the set-point value or set-point range for the rpm (50) of the output shaft (24), the electric machine (14) is operated as a generator.

Amended claims:

Sub
F17
E1
1. A drive arrangement for at least one auxiliary system of a motor vehicle, having an internal combustion engine, at least one supplementary motor which is an electrical machine formed as a starter generator/motor of the engine, and a gear, characterized in that the gear (16) is a planetary gear (32), which is operatively connected to the engine (12) and the at least one supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine, each via a respective input shaft (18, 20), and to the auxiliary system (22) which is a climate control compressor (70) via an output shaft (24), so that the shafts (18, 20, 24) are operatively connected to either one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22).

Rule
126
Sub
F17
E2
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6. The drive arrangement of claim 18, characterized in that the control unit (30) includes a sensor (26), which measures the rpm (50) of the output shaft.

Sub F17 12. The drive arrangement of claim 1, characterized in that the planetary gear (32), the electric machine (E1), and the output shaft (24) are components of a vehicle transmission (74).

13. A method for operating a drive arrangement for at least one auxiliary system of a motor vehicle, having an internal combustion engine, at least one supplementary motor which is an electrical machine formed as a starter generator/generator of the engine and a gear, characterized in that

Q3 a) the gear (16) is a planetary gear (32) operatively connected with at least two input shafts (18, 20) and at least one output shaft (24), and a torque is transmitted from the engine (12) and the at least one supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine via a respective one of the input shafts (18, 20), to the output shaft (24) and subsequently to the auxiliary system (22) which is a climate control compressor (70); and

b) a control unit (30) is assigned to the drive arrangement (10) and detects an rpm (50) of the output shaft (24) and governs the supplementary motor (13) which is an electrical machine formed as a starter

E3
cont.

generator/motor of the engine as a function of the rpm (50), so that the shafts (18, 20, 24) are operatively connected to either one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22).

E4

15. The method of claim 14, characterized in that said supplementary motor (13) is an electric machine (14), which can also be operated as a generator or electric brake, and if the result of the torque transmitted by the engine (12) is an rpm (50) that is above the set-point value or set-point range for the rpm (50) of the output shaft (24), the electric machine (14) is operated as a generator.

Add the following claims:

Refile
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Sub 18
17. A drive arrangement for at least one auxiliary system of a motor vehicle, having an internal combustion engine, at least one supplementary motor which is an electrical machine formed as a starter generator/motor of the engine, and a gear, characterized in that the gear (16) is a planetary gear (32), which is operatively connected to the engine (12) and the at least one supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine, each via a respective input shaft (18, 20), and to the auxiliary system (22) which is a climate control compressor (70) via an output shaft (24), so that the shafts (18, 20, 24) are operatively connected to either one of the engine (12), the at least one supplementary motor (13), and the auxiliary system (22), wherein the electrical machine is connected to a sun wheel shaft, the engine is connected to a planet wheel carrier shaft, and the climate control compressor is connected to a ring gear shaft.

95

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18. A drive arrangement for at least one auxiliary system of a motor vehicle, having an internal combustion engine, at least one supplementary motor which is an electrical machine formed as a starter generator/motor of the engine, and a gear, characterized in that the gear (16)

F1
ES
Cont.

is a planetary gear (32), which is operatively connected to the engine (12) and the at least one supplementary motor (13) which is an electrical machine formed as a starter generator/motor of the engine, each via a respective input shaft (18, 20), and to the auxiliary system (22) which is a climate control compressor (70) via an output shaft (24), wherein the supplementary motor (13) is a second internal combustion engine, and wherein a control unit (30) is assigned a drive arrangement (10) and detects an rpm (50) of the output shaft (24) and governs the at least one supplementary motor (13) as a function of the rpm (50).